

NEVADA COUNTY TRANSPORTATION COMMISSION

Minutes of Meeting

January 18, 2006

A meeting of the Nevada County Transportation Commission (NCTC) was held on Wednesday, January 18, 2006, in the Nevada County Board of Supervisors Chambers, 950 Maidu Avenue, Nevada City, CA. The meeting was scheduled for 8:30 a.m.

Members Present: Nate Beason, Tim Brady, Patti Ingram, Russ Steele, *Josh Susman, Conley Weaver

Members Absent: Robin Sutherland

Staff Present: Dan Landon, Executive Director; Nancy Holman, Administrative Services Officer; Mike Woodman, Transportation Planner; Toni Perry, Administrative Assistant

Standing Orders: Chairman Ingram convened the Nevada County Transportation Commission meeting at 8:32 a.m.

Pledge of Allegiance:

INFORMATIONAL ITEMS

1. Financial Reports:

A. October and November 2005

There was no discussion on the October and November Financial Reports.

2. Correspondence:

C. City of Grass Valley - Letter to Congressman Doolittle regarding funding for the Dorsey Drive Interchange project. 11/17/05, File 1030.3.2.1.

F. Gold Country Telecare, Inc. - Letter to NCTC stating Telecare will be submitting a claim for Local Transportation Funds in FY 2006/07 in the amount of \$26,000. 12/21/05, File 720.11.3.

G. Sierra Sun - News article entitled, "Two Roundabouts Down, More to Come". 12/23/05, File 1030.3.2.3.

Executive Director Landon noted item 2C was a letter relating to funding for Dorsey Drive Interchange and indicated there is an action item pertaining to the topic. He reported on item 2F that Gold Country Telecare would be submitting a claim in the future for funds. Mr. Landon also brought to the Commission's attention the news article referred to in item 2G regarding the new dual roundabouts in Truckee, which are functioning very well.

3. Executive Director's Report:

3.1 Status Report on Public Opinion Survey of Transportation Needs, Improvements, and a Potential Sales Tax Measure in Nevada County.

Executive Director Landon indicated the Steering Committee for the Public Opinion Survey has been formed and has met. He reported eight proposals have come in from consultants interested in conducting the public opinion poll. He mentioned the committee would meet tomorrow, January 19th, to review the proposals and choose the firms to be interviewed. The poll will be conducted in late February or early March, so results could potentially be back to the Commission by late March for review and recommendations on how to proceed. Mr. Landon also reported that Commissioner Beason's busy schedule caused him to excuse himself from the position on the Steering Committee, so the Commission was questioned if they would like to replace Commissioner Beason or leave Commissioner Steele as the sole NCTC representative. Commissioner Beason indicated he would be giving Executive Director Landon comments on the proposals. After a brief discussion, Chairman Ingram stated it appeared to be the Commission's pleasure to have the NCTC represented on the Steering Committee by Commissioner Steele only.

*Commissioner Susman arrived at 8:37 a.m.

3.2 Presentation by Tim Kiser, Grass Valley City Engineer, Regarding Grass Valley's Traffic Congestion Relief Program, and Idaho-Maryland/East Main Intersection Improvements.

Tim Kiser reported the Grass Valley City Council approved the Traffic Congestion Relief Program on August 9, 2005 and he highlighted eight interim projects through a PowerPoint presentation. Mr. Kiser indicated the next group of projects would involve signaling several intersections and informed the Commission of the locations and extent of the improvements.

Mr. Kiser also gave an update on the former Grass Valley Corridor Improvement Project (GVCIP) and of the short-term multi-phased improvements involved, which include a single lane roundabout proposed at the Idaho-Maryland/East Main Street intersection. Grant Johnson of PRISM Engineering demonstrated a simulation model of a roundabout at this intersection. A question and answer period followed. Tim Kiser stated the project is currently under review by Caltrans and he hopes they will make a decision by the end of January. He would then take the project back to the Grass Valley City Council for approval, complete the design by Fall 2006, and possibly construct in the Winter 2006 or Spring 2007. Commissioners asked Tim Kiser and Grant Johnson several questions regarding the roundabout project, parking issues in the area, and right-of-way acquisition. Mr. Kiser also updated the Commission on the scheduled improvement this summer at the Sutton Way/Brunswick Road intersection.

Chairman Ingram asked Tim Kiser to report on the Grass Valley Traffic Model. Mr. Kiser reported the proposals are due by January 24th for the creation of the model. Once the consultant is hired, it would then take four to six months to complete the model. Mr. Kiser said the model will provide additional traffic detail they do not currently have, and it will help evaluate implementation of the Capital Improvement Projects and evaluate future development. It will also interface with the NCTC traffic model. Commissioner Steele asked Tim Kiser where the City would get the data to update the Traffic Model. Mr. Kiser replied they are going to do all new traffic counts so there is a new baseline at the creation of the model. He said they would use the NCTC data to verify information and they will share this new information with the NCTC.

3.3 Update of the Regional Transportation Mitigation Fee (RTMF) Program and the NCTC Regional Traffic Model

Executive Director Landon asked Grant Johnson of PRISM Engineering to provide the Commission with an overview of the Origin & Destination (O & D) Study. Mr. Landon stated the study will be used to help update the RTMF Program, to calibrate the regional model, and provide information for the City of Grass Valley's Traffic Model.

Grant Johnson reported that the overall purpose of the O & D Study was to find out destination points for drivers in western Nevada County. He said the NCTC Traffic Model is being updated with new software and data, therefore this is a good time to do an O & D Study. Mr. Johnson described the data collection process and how they used twenty-one video cameras for one hour on a Wednesday in November during the PM peak hour recording license plate numbers. The data was fed into computers and 20,000 license plates were transcribed into a database and custom video software was created to process the data. The results were transferred into a GIS system. As an example, he explained on one of the maps that of the traffic proceeding eastbound from Penn Valley, 0.4% went through Grass Valley/Nevada City and continued east on SR 20, 1.5% ended down SR 49 in Alta Sierra, and 81% went into Grass Valley or Nevada City because they were not observed at any of the survey locations outside the cities. Mr. Johnson noted that 25% of the cars leaving Alta Sierra that headed toward Grass Valley, came back within the one hour studied. He also mentioned that of the cars traveling northbound on SR 49 from Auburn, 6.4% went to Alta Sierra and 83% made it all the way into Grass Valley/Nevada City.

Chairman Ingram requested Grant Johnson give an informational presentation to the Grass Valley and Nevada City Councils when the O & D Study is ready for review.

4. Caltrans District 3:

Project Status Report – Winder Bajwa, Caltrans Project Manager for Nevada County.

Mr. Bajwa gave the following brief summary of project activity that has occurred since the last NCTC meeting.

- *Truckee Bypass Mitigation Planting* – Mr. Bajwa reported the planting work was completed and the project is in the plant establishment phase, which will take two years.
- *Safety Realignment and Widening of SR 20* – Mr. Bajwa explained this is a safety project and Caltrans is working towards starting construction in June or July this summer. He mentioned there are forty-five right-of-way properties they are purchasing along the proposed corridor and forty have been acquired. He stated the design is complete.
- *Dorsey Drive Interchange* – Mr. Bajwa stated all the environmental and engineering technical studies are complete, and the draft environmental document would be ready for public review in February.

Commissioner Brady questioned Mr. Bajwa's statement that the project is "on schedule" and asked for clarification of the schedule. Commissioner Brady also asked what the process would be for deciding between the four design phases for the project. Mr. Bajwa stated there was a public workshop in October 2005 and there will be another public workshop once the environmental document is completed. He said that environmentally the project is being cleared for the ultimate interchange. Caltrans is also recommending that they purchase the ultimate right-of-way properties now, but due to the lack of funds available, decisions must be made as to which phase will be built first. Commissioner

Brady asked which agencies are in authority to make the decision as to which phase will be chosen. Executive Director Landon responded that it is a fluid process where NCTC must first identify the funding available for the project, and ultimately the City of Grass Valley will have the say in getting the construction underway, with Caltrans managing the project in cooperation with the City. Mr. Landon stated there are funds available for project development and for the Plans, Specifications and Estimates.

Commissioner Beason questioned if the Governor's program to improve the transportation infrastructure in the State would be an opportunity to allow Nevada County to cut down on overhead costs for some of NCTC's projects. Mr. Bajwa responded there are three costs associated with a project: studies, right-of-way costs, and construction costs. He added that Caltrans is implementing Task Management, which should help minimize overhead costs, but with real estate prices on the rise it is hard to keep up with the rapid growth and additional funding required. Executive Director Landon added that the Governor's program talks about cost savings by using a design/build concept, but he believes the Dorsey Drive project is beyond the point where that concept could be applied.

Commissioner Beason also stated a concern about the delays with Dorsey Drive and how the safety issues recently highlighted on SR 49 could possibly override the priority of Dorsey Drive. Executive Director Landon said it is a political scenario that could play out, but he is hoping the short-term improvements Caltrans has proposed for SR 49 will help to alleviate some of the concerns.

- *SR 49 Five Lane Widening at the La Barr Meadows Road Intersection* – Mr. Bajwa noted there are not many changes from the last report. The environmental and engineering studies are continuing, with completion sometime this summer. He stated the draft environmental document would be ready for public review late summer or early fall.
- *SR 49 Shoulder Widening Between Lime Kiln Road and Pekolee Road* – Mr. Bajwa reported the recent heavy rains caused several slides and Caltrans is working to fix these areas.
- *Truckee SR 89 Mousehole* – Mr. Bajwa reported that the Town of Truckee has requested Caltrans take over this project. The next phase of the project would be to start the environmental study.

CONSENT ITEMS

5. NCTC Minutes: November 16, 2005. *Approved.*
6. 2004/05 FY Fiscal and Compliance Audits: *Approved Resolution 05-46 to accept the 2004/05 FY Fiscal and Compliance Audits.*

Commissioner Weaver made a motion to approve the consent items. Commissioner Susman seconded the motion. The motion passed unanimously.

ACTION ITEMS

7. Election of Officers

Commissioner Brady suggested the Commission wait for the Nevada County Board of Supervisor appointments to be made before they elect officers. The Commission decided to proceed with the election. Commissioner Beason moved to nominate Commissioner Weaver, as current Vice-Chairman, for the position of Chairman. Commissioner Susman seconded the motion. The motion passed unanimously.

Commissioner Steele nominated Commissioner Beason for the position of Vice-Chairman. Commissioner Susman seconded the motion. The motion passed with one abstention from Commissioner Beason.

Commissioner Beason congratulated Commissioner Ingram for a great job as Chairman. Chairman Weaver presided over the meeting from this point forward.

8. Request from Nevada County to rescind funds in the Transit Vehicle Refurbishment/Replacement Account and a request for a loan of funds to facilitate the purchase of buses.

Executive Director Landon explained the Commission maintains an allocation in reserve for the County with the identified purpose of using those funds for vehicle purchases. The County has requested NCTC rescind \$164,774 from the Vehicle Refurbishment/Replacement Account and allocate it to transit/paratransit operations. The action leaves a balance in the reserve account and the County has requested to borrow those funds to purchase vehicles. When they receive their reimbursement from the Federal Transit Administration, those funds will be put back into that account. Mr. Landon stated the County Auditor's Office is in support of this action.

Commissioner Ingram moved to adopt Resolution 05-47 to rescind \$164,774 from the Vehicle Refurbishment/Replacement Account and to authorize a loan to Nevada County Transit Services from the Vehicle Refurbishment/Replacement Account. Commissioner Brady seconded the motion. The motion passed unanimously.

9. Public Hearing: 2005 Regional Transportation Plan Update

Before the public hearing was opened, Executive Director Landon explained that the Regional Transportation Plan (RTP) is updated every four years and, with the budgetary constraints of the State, this update does not involve any new funding or new projects. He stated this report is a reformat of the previous RTP, with comments from Commissioners and other stakeholders included in the document. Mr. Landon said there are ten significant format changes to the RTP, and the environmental documentation was completed. The purpose of the public hearing was to receive any comments from the public on the documents, and then to adopt the RTP and the accompanying Environmental Impact Report (EIR) Addendum.

Commissioner Beason questioned the cost of the EIR. Executive Director Landon stated the Transportation Planner does the EIR in-house, so there is no direct cost. Commissioner Beason stated he had hoped to see more of a dramatic format change in the RTP, even though the State requires certain components be reported. He said the RTP is a cumbersome reference document with many descriptions, but lacks an action-oriented plan. His suggestion was to put the information pertaining to airports, railroads, air quality, etc. into the appendix, and to list the projects and proposed actions in the front of the document.

Commissioner Ingram stated that the implementation of any projects listed in the RTP is done by the local jurisdictions, so she questioned how the Executive Director viewed the RTP. Executive Director Landon responded that the RTP is a dollar-driven/program-driven document at this point, and he does not disagree with Commissioner Beason's characterization of the report. Mr. Landon stated the Commission does not have to wait four years to update the RTP. Format changes can start now, so in four years there will be a user-friendly and action oriented document for the jurisdictions to plan from. He felt it was futile to prioritize a list of projects when there is no money to fund them. Commissioner Beason commended staff on the work they have done on the RTP. His concern lies with regional projects, such as the Idaho-Maryland/Brunswick Road intersection, and he foresees the County and the City of Grass Valley will work together on safety solutions for this intersection.

Commissioner Susman mentioned that the local jurisdictions have the responsibility to document goals and projects in their individual General Plans, which then would reflect in the RTP. Several Commissioners stated their desire to find a way to get things done in a more timely fashion and they would like the RTP to be more concise than a general catalog listing. Commissioner Brady asked if all the arterial roads are covered in the RTP, since many Grass Valley transportation projects are regional roadways. He asked how the local jurisdictions prioritize these arterial projects and whether it is appropriate for the NCTC to have a say in the prioritization process. Commissioner Brady suggested this issue be a possible topic for a future night workshop. Commissioner Beason agreed and stated that the map of regionally significant roads in the RTP would be a good topic for future discussion.

Commissioner Weaver mentioned the Nevada City Council and staff would like to see more details in the future RTP.

Commissioner Susman reported that he spent three days in Sacramento last week and met with Assembly and Senate members who sit on the Transportation Committees. He met with Senator Lowenthal, Chair of the Senate Transportation Committee, and asked him for protection of rural transit and infrastructure dollars. Commissioner Susman also warned the jurisdictions to watch closely the affordable housing legislation and how it could potentially take away control from the local level by tying in zoning for development into the infrastructure.

Commissioner Brady asked that the concept of traffic demand management be implemented with future projects to resolve traffic issues, and the method used would guarantee the traffic demand management program remain implemented. His second comment was to stay focused on the public transit issues as the community ages and the need remains to keep traffic flowing.

Commissioner Steele requested the future RTP have more demographics included, and to include telecommunications in the demand management equation, as more people work from home and also purchase things online, which allows for less vehicles on the roadways. He stated that studies have shown the growing numbers of seniors in Nevada County do not use public transit.

Commissioner Susman added the importance of expanding railroads to get the truck traffic off the roads. He also said to be careful not to be too specific on a list of opportunities so it does not limit future NCTC action and decisions, or cause competition among jurisdictions.

The Public Hearing opened at 9:58 a.m.

Susan Healy-Harman, Executive Director of Gold Country Telecare, asked for clarification on page 55 of the RTP. It states that NCTC set a goal of 16% fare box recovery ratio for all transit services within Nevada County. She asked if this referred to transit services as a whole or if it referred to

specific agencies. Executive Director Landon responded that it was referring to transit and paratransit as a whole.

There were no additional comments. The Public Hearing closed at 9:59 a.m.

Chairman Weaver asked for further discussion. Commissioner Ingram commented that if the money is there it will get spent, and she believes the items in the RTP show interest by NCTC that they want to have projects publicized. This way when the money comes, the priorities will take their place because the public will speak to those and the jurisdictions will respond.

Commissioner Brady asked why the 2% growth rate is still listed in the RTP and if it is a disadvantage to NCTC's planning process. Executive Director Landon responded that the 2% growth assumption comes from the Cities and County General Plans and the RTP would carry that assumption forward until the jurisdictions change it.

Commissioner Ingram made a motion to approve Resolution 05-48 to adopt the Nevada County 2005 RTP and the Addendum to the EIR. Commissioner Steele seconded the motion. The motion passed unanimously.

10. Public Hearing: 2005 Regional Transportation Improvement Program

Executive Director Landon explained that every two years the transportation planning agencies are required to submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission (CTC). He stated this list of projects is then considered for implementation and inclusion in the State's list of projects (State Transportation Improvement Program), which then qualifies them for funding from the State and Federal sources. Due to the current State budget constraints, regional agencies were directed to respread the funding from the previous cycle since there is no new funding.

At 10:03 a.m. the Commission took a break. The RTIP presentation resumed at 10:10 a.m.

Executive Director Landon gave a ten-minute presentation on the RTIP and discussed the strategy needed, with the projected cash flow from the State, to keep construction schedules intact for projects such as the Dorsey Drive Interchange and the widening of SR 49. He reported that for Dorsey Drive, the first allocation in FY 06/07 would be \$1.1 million for Caltrans right-of-way (R/W) support, then the purchase of R/W in FY 07/08 for \$3.4 million, and in FY 08/09 construction would begin with \$7.9 million available. Mr. Landon said this could be accomplished by taking the Caltrans Alternative 1-D, which gets the first onramp built, and then look for additional funds to build the entire interchange. It would cost approximately \$27 to \$28 million to build the entire interchange.

Executive Director Landon reported on another RTIP project, the widening of SR 49 from Wolf/Combie Road to Grass Valley. The entire widening project will be built in segments, with the first segment of construction planned at the La Barr Meadows area. This is a widening and signalization project with R/W purchase in FY 08/09, construction in FY 09/10, and a total project cost of \$6.7 million. He stated there are some contingency funds set aside if project costs increase between now and the time of construction for these two projects.

Executive Director Landon spoke about the Transportation Enhancement Funding and how the state has identified that Nevada County could utilize \$1.4 million over the next five years toward transportation enhancements.

Commissioner Ingram commented that she would like to see both the eastbound and westbound ramps built for the Dorsey Drive Interchange, but understands the need to relieve traffic at the Idaho-Maryland/East Main Street intersection and build whatever there are funds to build. Commissioners Brady and Weaver echoed the desire to see the entire interchange built. Commissioner Susman stated the importance of educating the public through workshops, etc. of the funding deficits and how projects must be cut back, so when the public is approached with a tax measure they understand the importance of the request.

The Public Hearing opened at 10:20 a.m.

Tom Anderson, Chair of the Nevada County Arts Council, requested the NCTC preserve a reserve from the Transportation Enhancement (TE) funds to allow time to consider a transportation capital improvement project. He proposed a project to create the Nevada County Cultural Heritage Interpretive Center, which would serve to present historical cultural arts and hospitality for residents and visitors. He said the project eligibility criterion states the project must have statewide significance, direct relationship to the surface transportation system, proximity to a transportation corridor, and enhancement of the aesthetic, cultural, and historical aspects of the travel experience. Mr. Anderson said this proposed center would fulfill six funding categories, when only one category is required for funding. The proposed location is a forested parcel in the Northstar area of Grass Valley, and they plan to create a trust to hold the land title and manage the facility.

Jerry Mehren, a Nevada County resident, asked about the future of the Idaho-Maryland/East Main street intersection. Executive Director Landon responded that a roundabout is being considered for that location.

Chet Krage, a resident of south Nevada County, requested the NCTC reconsider the recommendation on the TE funds. He acknowledged the past accomplishments of the TE funds, but would like to see the \$1.4 million used toward congestion and safety projects in the County. Mr. Krage asked if the TE funds *are not* adopted into the RTIP, does the County lose that money? Executive Director Landon replied that the money is not lost, but the money would not be accessible until 2012 or 2013. Mr. Krage asked if the TE funds *are* adopted today in the RTIP, could a decision be made in the future to hold the TE money? Mr. Landon stated that, no, once the decision is made today it would be submitted to the CTC and that would be the basis for their programming the 2006 State program, so it could not be changed again until 2008. Mr. Krage restated that his recommendation was to reconsider the adoption of TE funds today so they could be used at a future date toward congestion and safety projects.

The Public Hearing closed at 10:27 a.m.

Commissioner Ingram acknowledged the need to prioritize the County's funding direction and she felt it was important to stay focused on the completion of the Dorsey Drive Interchange. Executive Director Landon stated if the Commission decides not to program the TE funds, the next opportunity to program the funds would be the next reauthorization of the Federal Transportation Act. Since this just occurred in August 2005, the reauthorization will not happen again for four years. Mr. Landon explained if the TE funds were not approved today, they would not be available until 2012 or 2014 for use on Dorsey Drive or any other project. He stated if the \$1.4 million were moved to 2010, when the STIP is updated in 2008, then the Commission would have the opportunity to decide if they wanted to hold the reserve or release it.

A discussion ensued among the Commissioners on the advantages and disadvantages of leaving the TE funds in the RTIP versus saving the funds for use in 2012. Commissioner Beason questioned if the money is actually there or is it just on paper. Executive Director Landon responded that the State is required to spend 10% of the total Federal funds received on TE projects. Mr. Landon stated the availability of the funds is based on the cash flow of the State.

Following the discussion, Commissioner Steele made a motion to approve the 2005 Regional Transportation Improvement Program and Resolution 05-49, with the change that the programming of Transportation Enhancement funding would be shown in fiscal years 2010 and 2011. Commissioner Susman questioned what impact this would have on NCTC's work plan in 2008 or 2009 without the TE allocations. Executive Director Landon responded it would have no impact on the Overall Work Program (OWP), because the TE funds are not included in the OWP. Commissioner Beason was concerned if the money is postponed, it will not be there when the Commission wants it. Commissioner Susman questioned if it was wrong to put off the Arts Council or any other organization until 2012 to fund their projects, and he suggested NCTC leave the recommendation the way it is for now. Commissioner Steele stated if there is adequate money in 2010, then the TE funds could be allocated for TE projects, but he felt an obligation to support safety projects within the County first. Commissioner Beason seconded the motion. Chairman Weaver requested a roll call vote. Commissioner Brady – yes; Commissioner Steele – yes; Commissioner Susman – no; Commissioner Ingram – no; Commissioner Beason – yes; Commissioner Weaver – no. The result was a three/three split vote.

Commissioner Susman made a motion to accept staff's recommendation and to adopt the 2005 Regional Transportation Improvement Program and approve Resolution 05-49. Commissioner Ingram seconded the motion. Commissioner Beason questioned Commissioner Susman's earlier statement to not put the money in the TE allocation. Commissioner Susman responded there is no way of knowing what requests will come before the NCTC in two years, when there is another STIP reallocation and possibly new monies available, and TE funds are available. He said this action is not authorizing the expenditure of the \$1.4 million, but is indicating to the State that the County will be coming up with projects for that money. Commissioner Susman felt it was better to have the small amount of money available now to the Cities and County than to think it will be needed in 2012. He is betting on the State being in a better financial position in 2008 and the money will not be needed for regular transportation projects. A second roll call vote was requested. Commissioner Brady – yes; Commissioner Steele – no; Commissioner Susman – yes; Commissioner Ingram – yes; Commissioner Beason – yes; Commissioner Weaver – yes. The motion passed with a five/one vote.

11. Letter of Support for Dorsey Drive Interchange Funding

Executive Director Landon referred to a letter sent to U.S. Congressman Doolittle in November by the Nevada County Board of Supervisors. The Board asked the NCTC to send a similar letter, requesting Congressman Doolittle seek additional appropriations in the annual process for Dorsey Drive Interchange.

Commissioner Brady made a motion to approve the draft letter to Congressman Doolittle. Commissioner Ingram seconded the motion. The motion passed unanimously.

12. SR 49 Safety Concerns

Executive Director Landon stated a letter was received in the staff office from Bruce and Debra Jones regarding the safety issues along SR 49 and their concern with the 11 fatalities in 2005. He mentioned a meeting that was organized by the public was to be held that evening in south county

with State and County officials in attendance. Staff prepared draft letters to Legislators Keene and Aanestad for review and approval in support of these safety concerns.

Bruce and Debra Jones shared their personal accident experience on SR 49, as well as other accident data, and the concerns of citizens who are afraid to drive the highway. Their request in this meeting was to keep SR 49 as a top priority for safety in the RTIP, and to continue to pursue funding from the Strategic Growth Plan that Governor Schwarzenegger has proposed for the coming years. Commissioner Ingram spoke her support of the endeavor. Commissioner Beason stated the Board of Supervisors has been working on this issue and Supervisors Horne and Spencer have taken the lead since the highway is in their districts. He stated the conditions would only get worse as more cars drive SR 49, and because it takes a number of years to plan an improvement, it is best to get started on it now. Commissioner Beason stated accident rates are largely a function of enforcement and the CHP has agreed to do more patrolling.

Commissioner Steele spoke of the statistics of accidents on the road and stated it is more heavily traveled, so there will be more accidents proportionately, but he felt the road is safer now than in 2000 and 2003. He also felt a center divide barrier would not prevent deaths because a certain number of fatalities were not due to head-on accidents. Commissioner Steele felt it was also important to educate the young drivers in the county. Bruce Jones mentioned that head-on accidents are the most deadly accidents that occur on SR 49. Debra Jones added that the statistics do not reflect the people like herself who are not able to work for years because of injuries sustained on SR 49. Commissioner Brady said the number of deaths is not the issue, but that the highway has safety issues that need to be addressed. He was pleased with the immediate response from Caltrans to spend \$500,000 in safety funds to provide several safety improvements. Commissioner Brady added that since many of the accidents on SR 49 are driver error, he would like to see an advertising campaign with accident rates posted on billboards, the newspaper, radio, senior centers, and high school classrooms, to create an awareness of the safety issue.

Commissioner Susman mentioned that Ann Marie Robinson, past Caltrans Regional Planner for Nevada County, was instrumental in setting up and completing public outreach and safety education for the La Barr Meadows Road/SR 49 vicinity, along with the CHP. Because SR 49 is a State highway, he would like a clear direction of what NCTC's role could be to help plan and direct solutions to this safety issue.

Executive Director Landon read the draft letters to our County Legislators Keene and Aanestad, which highlighted the need to seek funding from the Governor.

Chet Krage, citizen of south Nevada County and a member of the steering committee for the Citizens for Highway 49 Safety, commended Mr. and Mrs. Jones for getting action started on SR 49 safety concerns in less than one month's time. The Steering Committee's focus is to "save lives now" and they are interested in implementing three short-term goals: 1) Reduce speeding on SR 49 between Combie/Wolf Road and McKnight Way. 2) Enhance enforcement. 3) Do something to provide a center barrier or strip to prevent head-on accidents. Mr. Krage said the citizens are asking for something to be done now, so he asked the Commission to keep this subject agendized for the next few meetings to keep the statistics and information in front of them, and to ensure Caltrans and the CHP follow through with their commitments. He also asked that the Commission pursue other funding sources to pay for enforcement of the highway, since the CHP is over budget on their overtime. Mr. Krage said the CHP have written 416 citations in the past thirty days and he noticed the traffic has slowed down to 55 mph as a result of increased enforcement. He asked the Commission to evaluate their role in this safety issue by possibly contributing ideas and their

expertise to provide additional actions to save lives. He also stated that Caltrans has safety money available toward safety projects when the County can make a good case for it.

Commissioner Ingram shared an incident from thirty-five years ago when the community came together and got a small widening on SR 49 just before Combie Road in response to the death of an Under Sheriff beloved in the County. She stated it has been a long time since the community has joined forces and she applauds Mr. and Mrs. Jones for their efforts. Chairman Weaver agreed with points made by other Commissioners regarding action the Commission can take to encourage education and enforcement.

Commissioner Brady agreed with Mr. Krage and asked the Commission to determine what can be done immediately. Executive Director Landon replied that staff could provide the Commission with an update at each meeting as to how the safety measures are progressing. Mr. Landon stated that SHOPP safety funds cannot be used for law enforcement, but he mentioned that he provided Mr. Krage with information about SB 3 legislation that provides for the establishment of enhanced safety zones where fines are doubled in those areas. The legislation is possibly being reworked, and staff would keep track of it so the Commission could take a position on it if it becomes appropriate. Mr. Landon also said we could encourage the education activities within the community and a venue to publicize them. He also said letters can be written to people who are decision makers and have funding powers.

Commissioner Susman made a motion to authorize staff to work with Chairman Weaver to draft appropriate letters to appropriate legislators where monies and support may be available, and to incorporate the comments from tonight's meeting in south county into that correspondence to add the emphasis of the citizen involvement and the citizen's participation over the magnitude of the safety issues on SR 49 to save lives. Commissioner Ingram amended the motion to ask the Executive Director to keep the Commission apprised of legislation that may be moving forward with regard to funding of improvements and/or additional money toward enforcement and education for SR 49, and possibly at the March meeting have an update on the status and progress of activities for SR 49 safety. Chairman Weaver amended the motion to include this item as a standard agenda item until further notice. Commissioner Susman stated as amended. Commissioner Brady seconded the motion. The motion passed unanimously.

13. NCTC Proposed Workshops and Topics

Executive Director Landon presented a brief background of staff's activities relating to the review of strategies and goals and how this relates to the discussion topics for the February Special Meeting. He proposed a review of the NCTC Mission Statement at the February 15th evening meeting, and to establish future goals and planning directions, which would allow staff a clear understanding of what strategic direction to proceed in. He said the workshop would also allow an opportunity to get feedback on the methods of communication NCTC uses to reach the community.

Commissioner Beason reviewed that three evening meetings were agreed upon to discuss specific topics with the goal of influencing events to achieve an improvement or to take action on a project. He stated it is important to translate thoughts into direction. Executive Director Landon stated the dates and topics for the two additional meetings in 2006 would be set once the February workshop was completed. Mr. Landon said it would be possible to move toward making the RTP more action oriented, and it could start by setting out a process to accomplish that result. Commissioner Beason stated the County has revised the Capital Improvement Program to propose more than just repair and maintenance, and some of those projects require cooperation from other entities, so maybe a subsequent meeting would be a venue for discussion along those lines.

Commissioner Susman shared that the Town of Truckee has an annual team-building meeting where the Council meets with department heads and the public is invited, and it has been used to determine what the consensus of the Council is for priorities for the year. He stated that NCTC staff gets priority input from the Cities, County, and the larger regional projects, so if the NCTC Commissioners create a priority list, it gives the Executive Director a sense of direction. He also felt the interpersonal relationships are improved by a workshop like this. He would like to build upon the first meeting and felt it was very timely, just as the Board of Supervisors did when they held the first countywide meeting.

Chairman Weaver offered use of the Nevada City Council Chambers to conduct the meeting. There was verbal consensus to proceed with the proposed agenda and to hold the meeting at the Nevada City Council Chambers.

PUBLIC COMMENT

There were no public comments.

COMMISSION ANNOUNCEMENTS

Commissioner Beason reported that Supervisors Spencer and Horne would be involved with the meeting that evening on the SR 49 safety issues.

Commissioner Ingram reported that the following Tuesday night the Grass Valley City Council would have on their agenda the final recommendations of the Ad Hoc Committee regarding the final component of the Street System Master Plan. She stated the Committee met for almost one year and before that there was public input that lasted for almost one year.

Commissioner Susman reviewed what he stated earlier regarding his meetings in Sacramento with the legislators and said he would continue to bring back to the Commission whatever opportunities are available to pursue additional funding of local projects.

Commissioner Steele reported that he spoke to Commissioner Beason regarding the failure of the Idaho-Maryland/Brunswick Road speed control lights. He is also concerned about the drivers who go around the barriers set up to direct traffic left or right, and feels the need to come up with a long-term solution at the intersection before more people die there. Commissioner Beason remarked to come to the Board of Supervisors meeting in March when there will be a presentation on that location. He stated that this is considered the most dangerous intersection in the County and an improvement needs to be implemented now, not ten years down the road when Dorsey Drive is built.

SCHEDULE FOR NEXT MEETING

The next Commission meeting is scheduled for Wednesday, March 15, 2006 at 8:30 a.m., at the Grass Valley City Council Chambers, 125 East Main Street, Grass Valley.

ADJOURNMENT OF MEETING

Commissioner Susman moved to adjourn the meeting. Commissioner Brady seconded the motion. Chairman Weaver adjourned the meeting at 11:37 a.m.

Respectfully submitted: _____
Antoinette Perry, Administrative Assistant

Approved on: _____

By: _____
Conley S. Weaver, Chairman
Nevada County Transportation Commission